

THE HAWAIIAN GAZETTE

RODRICK O. MATHEWSON, EDITOR

FRIDAY MORNING
NOVEMBER 17, 1916.

THE ADVERTISER'S SEMI-WEEKLY

BREVITIES

(From Wednesday Advertiser.)
United States civil service examination for thirty postal carriers and one substitute, needed by January 1, next, will be held at Hilo, Hawaii, of December 6. For information address Byron K. Baird, custom house, Hilo, according to a notice made public yesterday by John W. Short, secretary of the Hawaii civil service district.

Three-month-old Ethel Rose, daughter of Mr. and Mrs. Thomas J. Nolan, of Pea, this island, died yesterday at the Kaula Children's Hospital and will be buried at ten o'clock this morning from the Nuuanu cemetery. Mr. Nolan has been in San Francisco and is expected to return to the Wilhelmina next Tuesday.

(From Thursday Advertiser.)
Samuel, son of Mr. and Mrs. William Kaula, of 1910 Gulick Avenue, Kakaia, died yesterday at the Kaula Children's Hospital. The boy was a native of this city, eight years, seven months and twenty-eight days old.

Addresses at the various schools are one of the features of the local observance of the week of prayer. Jav A. Price will speak to the students of Kamehameha Schools this evening at chapel exercises. Rev. D. C. Peter will address the student assembly of the Y. M. C. A. night school, and Frank C. Atherton will speak at Punahou to the students of the academy.

(From Friday Advertiser.)
John Chuehu, year-old son of Mr. and Mrs. Anthony N. Gilman, of Young Street Extension, Puna, died yesterday and will be buried today in Nuuanu cemetery.

The funeral of Agnes, eight-year-old daughter of Mr. and Mrs. J. A. Kaula, of Camp 2, Vineyard Street, who died yesterday, was held today at the Kaula Children's Hospital. Mrs. Kaula, Kaula, died yesterday at the Kaula Children's Hospital. She was fifty-five years, two months and three days old and a native of Lualaba.

The funeral of the late Mrs. Kenloha Kaula, of Makiki Heights, who died on Wednesday, will be held this afternoon, the interment to take place in the Maunaloa Hawaiian Church cemetery. The deceased was a native of Waialeale, Maui, forty years old.

Princess Kawannakoa was the guest of honor Wednesday at a luncheon given by the Sons and Daughters of Warriors at the home of Mrs. Reis, on Punahou. Among those present were Senator James D. Phelan of California and Mayor and Mrs. John C. Lane.

Sam Kahi, Hawaiian, was charged on two counts with burglary in the second degree yesterday afternoon following his escape from jail recently. He was arrested by detectives in a bar room at Kakaia yesterday.

The body of the late Miss Amy "Aun" Maui school teacher, who died in Waialeale last Wednesday, arrived in the Maunaloa cemetery yesterday morning and was buried in the family vault. It will be sent in the Great Northern tomorrow to the mainland for burial in Clinton, Connecticut.

: Marriages :

CINKUS-THOMPSON

At the home of Rev. Leon L. Loofbourrow, pastor of the First Methodist Episcopal Church, 1024 Green Street, Felix Cinkus and Mrs. Martha A. Thompson were married yesterday, the ceremony being performed by Mr. Loofbourrow. The witnesses were G. Walsh and E. Channing. Mr. Cinkus is chief fireman of the U. S. S. "Albatross," now stationed in Hawaiian waters. Mrs. Cinkus is from Bremerton, Washington, and arrived here on Tuesday in the Great Northern. The couple will make their home at 726 Beretania Street.

ARMITAGE-RIPLEY

At the home of Mr. and Mrs. J. Lawrence P. Robinson, 2211 Nuuanu Avenue, Arthur Armitage and Miss Gertrude K. Ripley were married at nine o'clock yesterday morning and left an hour later in the Matsonia for the mainland, where they will spend their honeymoon.

The marriage ceremony was performed by Rev. Leon L. Loofbourrow, pastor of the First Methodist Episcopal Church, the witnesses being Mr. and Mrs. Robinson. The ceremony was a quietly beautiful affair, many friends of the young couple being present.

Mr. Armitage is connected with the shipping department of Castle & Cooke. Mrs. Armitage is a daughter of Clinton H. Ripley, of the firm of Ripley & Davis, local architects.

The young couple expect to return to Honolulu on January 2 and will make their home in this city.

OSGROVE-BERRY

In the presence of many friends of the young couple, Frank B. Osgrove and Miss Psyche Berry were married at eight o'clock last night at the home of Mr. and Mrs. Daniel P. Wall, 706 Luanihilo Street. The ceremony was performed by Rev. Father Patrick St. Leger, of the Catholic Cathedral, the witnesses being Charles O. Murray and Miss Claire K. Berry, sister of the bride. Mr. Osgrove is connected with the firm of Theo. H. Davies & Co., while Mrs. Osgrove has been with the auditing department of the Oahu Railway & Land Company. After a honeymoon in the country, Mr. and Mrs. Osgrove will make their residence in the city, at 1119 Luanihilo Street.

WHY IT SELLS

Chamberlain's Cough Remedy is the largest selling cough medicine in the world today, because it does exactly what a cough remedy is supposed to do. It stops the cough by curing the cold, and does it speedily and effectually. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

PERSONALS

(From Wednesday Advertiser.)
E. Faxon Bishop, president of C. Brewer & Co., is expected to arrive in the Wilhelmina next Tuesday.

E. E. Battelle, originator of a well-known white sugar manufacturing process, returned on the Great Northern yesterday.

J. M. de Gouvea of Hilo was an arrival in the Great Northern yesterday. He is here on business and expects to return to his big island home in the Mauna Kea next Saturday afternoon.

R. A. MacMillan returned in the Great Northern yesterday from the mainland, to contest a divorce suit instituted here some time ago by his wife.

Alonso Gartley, consulting engineer for C. Brewer & Co., left for Maui last night and will also visit the Hawaii plantations before returning to Honolulu.

A son, Americus, was born at the Department Hospital, Fort Shafter, last Monday to Maj. Americus Mitchell, First Infantry, U. S. A., and Mrs. Mitchell, of Schofield Barracks.

Wilhelm Lanz, vice-president of F. A. Schaefer & Co., returned yesterday in the Great Northern from a vacation spent partly, at least, shooting wild ducks along the California coast.

C. Brewer & Co. received a cablegram from E. Faxon Bishop yesterday stating that Richard Ives, secretary of the company, is in much better health than when he left Honolulu.

Mrs. R. L. Richmond of Savannah, Georgia, is the guest of her cousin, Mrs. J. W. Caldwell of Maunaloa. Mrs. Richmond, who arrived on the Great Northern, will spend a part of the winter in Honolulu.

Stephen L. Desha Jr. of Hilo, who arrived in the Great Northern yesterday from the Big Island, took the oath before the supreme court shortly after his arrival as a law practitioner in all the territorial courts. He passed his examination two weeks ago.

Mr. and Mrs. H. C. Best and their daughter, Miss Virginia Best, of San Diego, arrived in the Great Northern yesterday from the mainland. They will spend the winter in the Islands. Mr. Best, says the San Diego Union of November 6, expects to do some sketching as well as execute painting orders at Hawaiian scenery.

Mr. F. E. Simmons leaves in the transport Logan today for Olongapo, Philippine Islands, where her husband is connected with the United States naval hospital. He has been there since December of last year. Mrs. Simmons expects to visit Japan in April, when she will make a tour of the country of the Mikado.

(From Thursday Advertiser.)
Mr. and Mrs. Robert Kamai of Wailua, this island, welcomed at their home last Monday the arrival of a son.

Francis M. Swany is considerably improved in health, according to a report given out yesterday by his physicians.

Mr. and Mrs. Isaac H. Harbottle of 1821 Beach road, Waikiki, became the parents of a daughter on November 7.

A son, Samuel, was born on Friday of last week to Mr. and Mrs. Joseph S. Amoy of Vineyard, near Liliha Street.

A daughter was born on November 4 at the Kapolei Maternity Home to Mr. and Mrs. Earl Arthur Koolars, of Eschler Street, Waikiki.

Mrs. Alexander Iacoberg arrived Tuesday in the Great Northern from the mainland and will make a short visit here. She is a guest at the Plesant Hotel, Punahou.

George Ashley Jr., of the internal revenue collector's office, left for Hilo yesterday to take charge of the office there. He takes the place left vacant by E. C. S. Crabbe, who has left the service.

Henry Burr and Mrs. Adeline Van Gieson were married last night by Rev. Samuel K. Kamaipili, assistant pastor of Kaunakapili Church, the witnesses being Mrs. Martha Grube and D. H. Kawainui.

Lieut. Frederick Ramon Garcia, Coast Artillery Corps, U. S. A., and Mrs. Garcia, of Fort Kamehameha, welcomed at the Kapolei Maternity Home on Wednesday of last week the arrival of a daughter.

Dr. W. T. Monsarrat received news yesterday of the birth of a son to Mr. and Mrs. Julius Monsarrat on Thursday of last week at Kapapala, Kau, Hawaii. Mr. Monsarrat, who is a brother of the well-known Honolulu veterinarian, is manager of the Kapapala Ranch.

Jorgen Jorgensen, well-known ditch and tunnel expert, left in the Matsonia yesterday for San Francisco. He goes to take charge of the tunnel and shaft work of the Montana-Bingham Consolidated Mining Company of Bingham, Utah. Mr. Jorgensen expects to be away from Honolulu at least a year.

(From Friday Advertiser.)
Charles Lycurgus of the Hilo Hotel is a visitor in the city. He came in the Great Northern and will remain for a week or ten days.

Thome Aguiar Jr., of Honolulu, Kona, Hawaii, is in the city on business and will return to his West Hawaii home in the Kihuna on Tuesday of next week.

Harry B. Sinclair of Theo. H. Davies & Co., and Mrs. Sinclair, of 1814 Nuuanu Avenue, have taken apartments at the Colonial Hotel, Emma Street, for the winter.

Superintendent Kinney of the department of public instruction, who has been in the Big Island the past ten days, will return in the Mauna Kea from Hilo tomorrow morning.

Elmer M. Cheatham, well-known planter of Waipouli, Kauai, and former Honolulu resident, returned in the Maui last night to his home in the Garden Island, after a brief business visit to the city.

President and Mrs. L. M. Gilman made the round-the-island trip yesterday as the guest of Fred L. Waldron, Hawaiian agent for the Hill line, with Mrs. Waldron and W. R. Castle.

The ashes of the late George Phillips Denbigh, father of Mrs. E. L. S. Gordon, of 932 Beretania Street, will be sent in the Tenny Maru today to Japan for burial.

PUBLIC ATTENTION

PAID TO REPORTS

Efforts To Suppress Figures of An Official Audit Only Add To the Publicity

The almost suppressed report of H. Gooding Field, special auditor of the public utilities commission, to that commission on the financial affairs of the Inter-Island Steam Navigation Company, has received special attention from the public through the efforts made to delete portions of it. The report in its entirety—three reports in fact—are now public property.

There are several points in the reports and in the discussion that has arisen through them that are of direct interest to the community, having more or less bearing upon the question of the fixing of equitable rates, the question with which the commission is now concerned. One is the connection between the public utility end of the corporation's business and the so-called non-utility end, the attorney for the company having raised the point that the auditor had no authority to go into the latter. The auditor claims, inferentially, that the two branches of the Inter-Island business are so interwoven that it is impossible to discuss the purely utility end of the business by itself.

What The Report Shows

Stripped of its verbiage, the report made by Auditor Field states, more or less directly, that the non-utility branches have been established at the expense of the utility branches and that the profits of the former should go into the profit and loss account of the latter, to be considered as a part of the earnings of the utility branch. It has been pointed out, but not in the official report, that the interstate commerce commission in its dealings with the territorial railroads insists on all branches of a public utility corporation's affairs being included in its financial statements and regarded as a whole.

Mr. Field's report shows that the capital investment in the Inter-Island is \$1,100,000. Stock dividends have increased the capitalization to \$3,000,000. The inference from Mr. Field's figures and comments is that profits from the utility end of the business directly and indirectly, have been accumulated and reinvested to the amount of \$1,900,000, but that these profits do not show in the records as profits to be taken into account in the fixing of rates. The earnings distributed in dividends have been at nine per cent. The auditor takes ground that the rate actually is twenty-four per cent, inasmuch as dividends are being paid on a \$3,000,000 capitalization while the amount originally invested is \$1,100,000.

The report is not definite on some points but it may be gathered that the auditor believes the transfer of earnings to the non-utility end of the business, as made by the accumulation of various funds—insurance, depreciation, maintenance and repair and such—which, after they have reached substantial totals have been transferred back to surplus account and made available for reinvestment, with stock dividends declared against the amounts so reinvested.

How the Funds Are Gathered

It appears to be the contention of the auditor that charges for insurance, repairs, replacements and such have been made against the individual steamers of the company and the amounts taken from the earnings and set aside into various funds. These charges so reduce the earnings of the individual steamers as to justify high freight and passenger rates, as it can be shown from the company's books that the rates are necessary in order to allow the steamer to run at a profit. The funds so set aside are allowed to reach that point where further additions are unnecessary, nor are they so invested as to be made quickly available if required and the interest on their investment charged to profit and loss, as is done in other public utility corporations.

No Copy For the Press

The advertiser has not been supplied with a copy of Mr. Field's report and it is possible that some of the deductions here given are incorrect. No press copies of the report were made, apparently, and no member of the commission cared to loan his copy to the press. A request upon the representative of the Inter-Island for a copy was not complied with, on the explanation that inasmuch as the attorney for the company pressed for a deletion of some of the report it would not be quite the thing for him to be the one to give a complete copy to the press.

One most interesting feature of another Field report is that it draws attention to seeming inaccuracies in a former report of the commission on the finances of the Inter-Island. The former report failed to mention dividends paid out during two years, 1905 and 1906, totaling \$236,250, stating that in those years no dividends were paid. Other inaccuracies in figures are noted.

Since this investigation has warmed up, it has been noted that recent shipping legislation has removed the Inter-Island from the jurisdiction of the territorial public utilities commission and placed it under the federal shipping board. Whether the Inter-Island, which knew this some time ago but which, nevertheless, agreed to permit the present investigation to proceed will continue to be compliant and to allow the commission to still further investigate remains to be seen.

COLDS CAUSE HEADACHES

LAXATIVE BROMO QUININE removes the cause. Used the world over to cure a cold in one day. The signature of E. W. GROVE is on each box. Manufactured by the FARIS MEDICINE CO., St. Louis, U. S. A.

CHAMBER AMENDS

ITS BY-LAWS AND

ATTACKS TRAMWAY

Proposal of Engineering Company To Use Pali Voted Against After Debate

Thirty Members Present At Meeting United In Opposition

The members of the chamber of commerce of Honolulu discussed all the proposed amendments to their by-laws at the monthly meeting yesterday. With the exception of article 7, section 1, all the proposed amendments were adopted. This paragraph relating to the selection of candidates for election as directors and officers will stand without change.

Proposes New By-Law

F. J. Lowrey gave notice that he will introduce a new by-law, as follows: "Any committee handling independent of special funds shall make an annual report to the treasurer of the chamber of commerce in order that they may be combined by him in a general balance sheet showing the total receipts and disbursements of the chamber including its committees."

After sharp debate by S. B. Dole, A. L. Castle and E. J. Lowrey, the report of the public utilities committee relating to the aerial tramway at the Pali was partially adopted "in so far as being opposed to its construction," on motion of Mr. Lowrey, seconded by Mr. Castle. The thirty members present went on record as being unanimous in their opposition. The report follows:

"In keeping with an action by the last meeting of the members, held on October 18, 1916, whereby the question of a proposed aerial tramway, which is to run from the bottom of the Pali in the windward side of Oahu to the top of the Pali, was referred to the public utilities committee for investigation, your public utilities committee beg to report that it has carefully considered the proposition from the view point of all the interests that may be served through the construction of the so-called aerial tramway. It has heard the side of Mr. E. J. Lord, president of the Lord-Young Engineering Company, who makes the application, from Mr. George M. Collins, city and county engineer, from Governor Pinkham and from a representative of the Oahu Shipping Company.

Viewed From Many Points

"The proposed tramway has been considered from the standpoint of impairing the beauty of the scenery on the other side of the Pali; the service such a tramway may render to the interests on the other side of the Pali; the use of the Pali road from the top of the Pali into Honolulu by trucks which may be used to convey freight into Honolulu and the possibility of trucks on the Pali road interfering with the road as an asset to tourists. The committee also considered the tramway as a necessity in the development of the commercial industries of the city, and in fact every angle, insofar as has been possible, and its conclusions are as follows:

"Your committee does not feel that the objections to the proposed aerial tramway on the score of destruction of the scenic beauty of the Pali, are well founded. It is of the opinion, on the contrary, that the establishment of an aerial tramway from the windward side of the Pali to the top of the Pali would probably stimulate agriculture and its products to such an extent that an increase in the wealth of the Islands may be looked for. The committee is strongly of the opinion that, in fact, unless some means of transporting freight or goods of any kind or nature, which may be brought to the top of the Pali by aerial tramway, may be employed other than by means of the Pali road, that the project should not receive the approval of the chamber of commerce.

"It would not take action which could be construed as opposing commercial development of this island or the Islands of the Territory. It cannot forget, however, the wonderful beauties of the Pali and the pleasures attending visits thereto by tourists and citizens in a trip from Honolulu to the Pali.

No Way of Moving Freight

"At present no means of bringing freight from the Pali to Honolulu are offered except the Pali road and, with a largely increased number of conveyances which would be used in transporting freight from the Pali to Honolulu, the committee is of opinion that the Pali road would almost be denied to measure convenience. The question arises as to whether or not a modern means of transportation, such as an aerial tramway, is a necessity to the interests on the windward side of Oahu. This position has been carefully considered, and the committee is of opinion that a corporation now operating from the windward side of Oahu to Honolulu and back is at present providing a means of transportation adequate to the demands.

"Under the circumstances, your committee is of opinion that the chamber of commerce should not act favorably on the proposition to construct an aerial tramway from the windward side of Oahu to the top of the Pali unless the freight from the top of the Pali be transported to its destination in Honolulu by means other than the use of the present Pali road."

The report is signed by the following members: J. S. Williams, George A. Brown and J. P. Child. Mr. G. Cooke, of New York, was invited delegate to the annual meeting of the Chamber of Commerce of the United States to be held at Washington January 31, February 1 and 2, 1917, the other delegate being S. M. Ballou.

Hawaii's Aloha

HONOLULU extends a sincere welcome to the returned Great Northern and to the many passengers she brings to the Islands, for their own sakes as well as for the great deal that the coming of this beautiful liner means to an almost marooned people. Some of the travelers who reached this shore yesterday have expressed a degree of surprise over the enthusiasm of Honolulu at the arrival of the excursion. Were they residents of Hawaii they would appreciate the reason.

These Islands, ever since annexation, have had the mournful experience of watching the American flag fading away on the Pacific. They have experienced a constantly growing chagrin over the fact that the American neglect of the American merchant marine has slowly but surely turned the carrying trade of the Pacific over to foreign ship-owners. The latest shame of this American community has been to see beautiful liners that formerly flew the American flag now entering and leaving the harbor with the flag of Japan flying, while the mortification has been turned to rancor from the further fact that there are today American-owned passenger steamers calling at this American port upon which passengers to and from the American mainland cannot travel.

Few mainlanders, even those of our neighbor State of California, know that these Islands, lying twenty-one hundred miles away from the nearest mainland point, are regarded under the law as a portion of the American coast line and that, under the Coastwise Shipping Law, no foreign-built bottom even though American owned and flying the American flag, may legally transport passengers and freight between this American port and any other American port.

Were there enough American ships to handle the freight and passenger traffic possible between Honolulu and the ports of Seattle, San Francisco and San Diego, no possible objection to the strict enforcement of the Coastwise Shipping Law would be raised here. This is a loyal community, willing to do its full share in the upbuilding and the maintenance of the American merchant marine. But not only has there been insufficient American shipping to handle the possible trade, but there has been not enough even to handle the trade offering, the volume of which is far below the possible. The result of this has been that the growth of Honolulu has been seriously retarded. Heaped upon all the rest is the further fact that recent congressional legislation has driven the Pacific Mail liners from American control into Japanese control, while the inducements of war charters, has taken the American-Hawaiian freighters from the Hawaiian run to the Atlantic.

At the present time the harbor of Honolulu is crowded with shipping—but it is eighty per cent foreign and unavailable for our use either for passengers or freight, while at the same time we cannot get our freights from San Francisco nor ship our products on time to the mainland market. The Great Northern comes back to Honolulu at a time of the greatest pinch. Its arrival yesterday brings a gleam of comfort to a situation that had become intolerable. This is one important reason why Honolulu is so glad to welcome back the Great Northern and why it looks forward to the possibility of likewise welcoming back the Northern Pacific.

Another equally strong reason is that Honolulu is particularly glad to welcome the visitors from Southern California, a land between Hawaii and which there should be closer connections than have prevailed and a greater community of effort for the mutual good of both.

Threatened Railroad Strike

PRESIDENT WILSON, playing for reelection, surrendered to the threats of the railroad men and stumped congress into enacting a so-called eight-hour law which the best legal authorities unite in declaring unconstitutional. The President and the Democratic majority, aided by trucking Republicans, thought that they had played safe by setting the time for the enforcement of the act over until January 1, when the elections would be safely through. Now, when the railroads are launching their attempt to test the constitutionality of the measure, something clearly within their right and quite the proper thing to do, the same threats of force are brought into play.

In other words, having sandbagged a politics-playing executive and stumped a weak-kneed congress, the railroad brotherhoods are attempting to bully the railroads into enforcing without question something which appears to be clearly illegal. The right of citizens to apply to the courts for justice is to be taken away from them by an organization which believes itself to be superior to congress and courts.

It remains to be seen what Wilson will do now. In view of his record it is probably too much to expect the President to do anything manly. Should he surprise the nation by something beyond sweet words of peace, he will make it very plain to the brotherhood that no strike will be tolerated and that the whole force of the government will be behind the railroads until they have secured a court decision on the Adamson Law.

Surely the suggestion that a debateable measure must not only be enforced without question, but enforced in just the way the railroad traitors may dictate, goes beyond even what our dearly beloved Woodrow will tolerate.

Some Puzzles

THERE are some things which the ordinary person must find difficult to understand in this Mexican matter. We all know that General Pershing was burned into Mexico with instructions to "get Villa, alive or dead," that erstwhile friend of William Jennings Bryan having just swooped over the border line and killed a few American men and women for the fun of the thing. Villa was then and is yet at war with Carranza, who professed to be anxious to wipe the murderer out but who refused to allow the Americans to use his railroads or enter his towns or do anything else that might assist them in running the bandit to earth.

We stood for Carranza's blocking of the punitive expedition, even when he turned his machine guns on to our soldiers, killed a few of them and robbed a few others of their pants. But, so far as the records show, there has been no reversal of the orders to General Pershing to "get Villa, alive or dead." Still, with Villa cutting throats, burning women and ravishing girls within twenty-five miles of Pershing's headquarters, no move has been made to "get him," either alive or dead.

Not only that, but word comes now from Atlantic City that arrangements are about completed for the withdrawal of the Pershing force. This arrangement is a part of the settlement of the "questions" in dispute between Mexico and the United States, our government having consented to put itself on an equality with the so-called government of Carranza and having agreed to admit that there are some things which the United States has done to justify what the Mexicans have done to us. Heaven only knows what these things are. No mention of them has appeared in the public press.

All the while, during our deliberations at Atlantic City, the same Villa whom Pershing was to get and whom the Carranza forces are supposed to be after is raising merry hell only a few miles south of our border, across which he will probably be raiding before the year has ended. The secretary of war so expects, because he has just notified the national guardmen that they need not expect to go home in any hurry.

What is this all about? Why are we on the point of agreeing to withdraw Pershing instead of ordering him to proceed with the work he was sent into Mexico to do and which he is now in an excellent position to finish up?

Why are we negotiating with the representatives of Carranza at Atlantic City when Carranza cannot prevent Americans from being killed off in Northern Mexico, close to where Pershing has his camp?

What have we done against Mexico, except try to help her do her own police work, that justifies any admissions of transgression on our part?

Why are we going to keep the guard on the border?

What have we accomplished, anyhow, either for ourselves or Mexico, with all the millions we have spent and the lives we have sacrificed, and does anyone care a whoop any more whether the dead of Santa Ysabel, Columbus or any other place are avenged?

Those Washington Trip

SUPERINTENDENT OF PUBLIC WORKS FORBES expects to leave for Washington within a short time, probably before the end of the month. Just what the object of the trip is has not been disclosed, but it may be taken for granted that Mr. Forbes is to represent the Governor before some of the department heads and before some of the congressional committees. At least that was the object of his last two trips to the national capital.

The Advertiser appreciates the services which Mr. Forbes was able to perform for the Territory on his previous visits to Washington, but believes that there can be too much even of a good thing. The Territory will have its official representative in Washington early in the session and he has pledged himself to be "on the job." The Delegate is now in Honolulu and will probably be very glad to discuss with the Governor whatever matters should be taken up in congress during the short session. That is his work. Mr. Forbes' work is in Hawaii.

The superintendent of public works is not that alone, with contracts for public works under way at this time aggregating two million dollars, but he is chairman of the public utilities commission, chairman of the harbor board and chairman of the various loan fund commissions. His work is important and it is sufficient to keep him extremely busy, without his undertaking to act as unofficial representative of the Territory at Washington. It is a fact that during his absence the deputy he leaves in charge does not feel justified in deciding many of the questions that arise in the public works department. The consequence is that necessary works are frequently delayed.

If there be matters of public importance to be taken up at Washington, the Delegate will soon be taken to take them up. If, as has been intimated, Mr. Forbes' trip is on semi-private, semi-political business, he should find other means of carrying it on and should stay here himself on the job, where he draws a salary for being and where the incumbent of the superintendency of public works, whoever he may be, is needed.

For the benefit of the strangers in our midst it might be pointed out that what we had yesterday was not rain. That was what is termed in the literature of the promotion committee "liquid sunshine."